

88NV AIRPORT 2016 AIR CHART - July 28th

CTAF 122.9 Black Rock Unicom

Ground Assistance 118.35

Runways 8/26 L & R

Elevation 3904 MSL

Airport Traffic Pattern 5000' MSL
(1100' AGL)

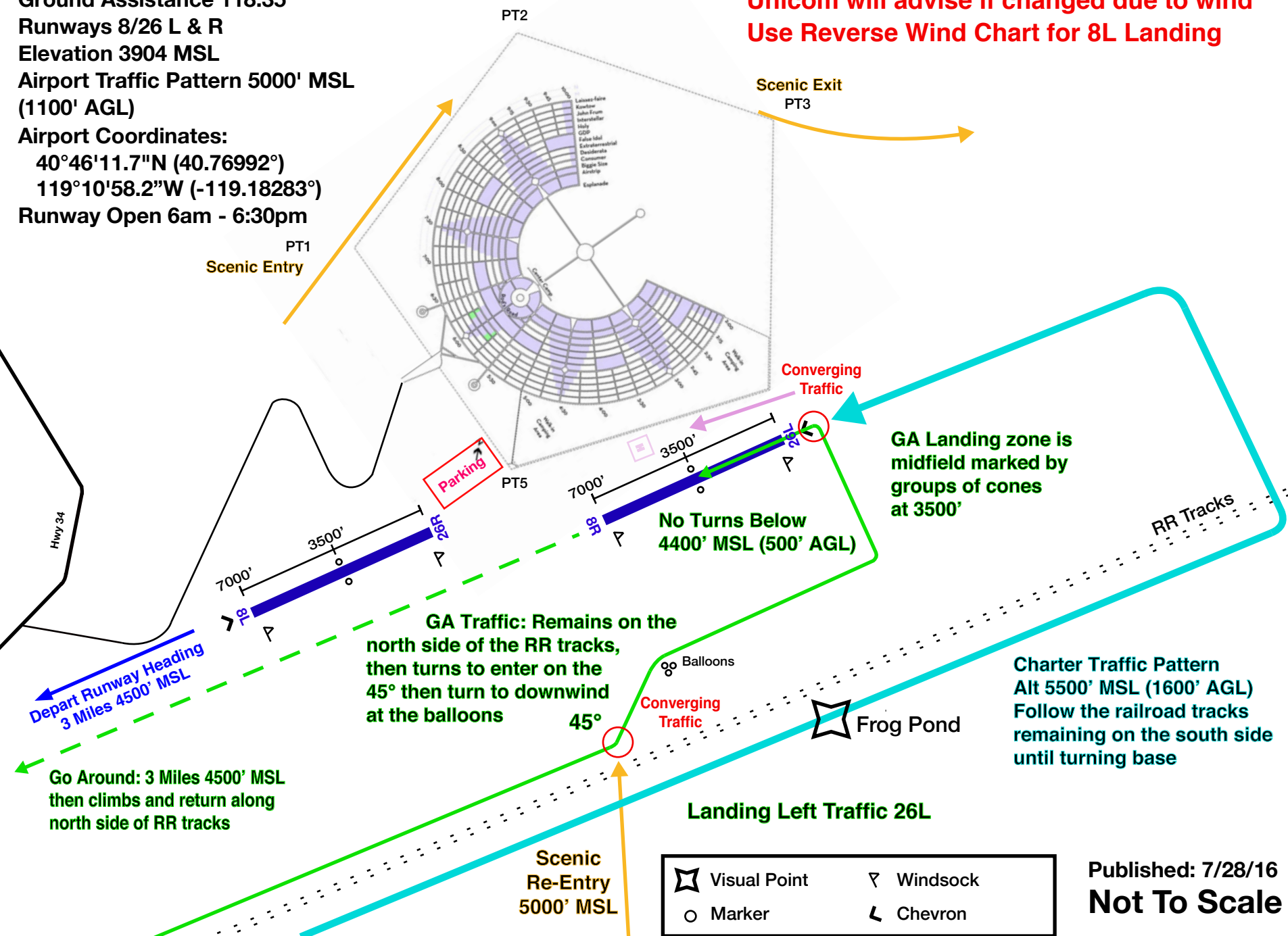
Airport Coordinates:

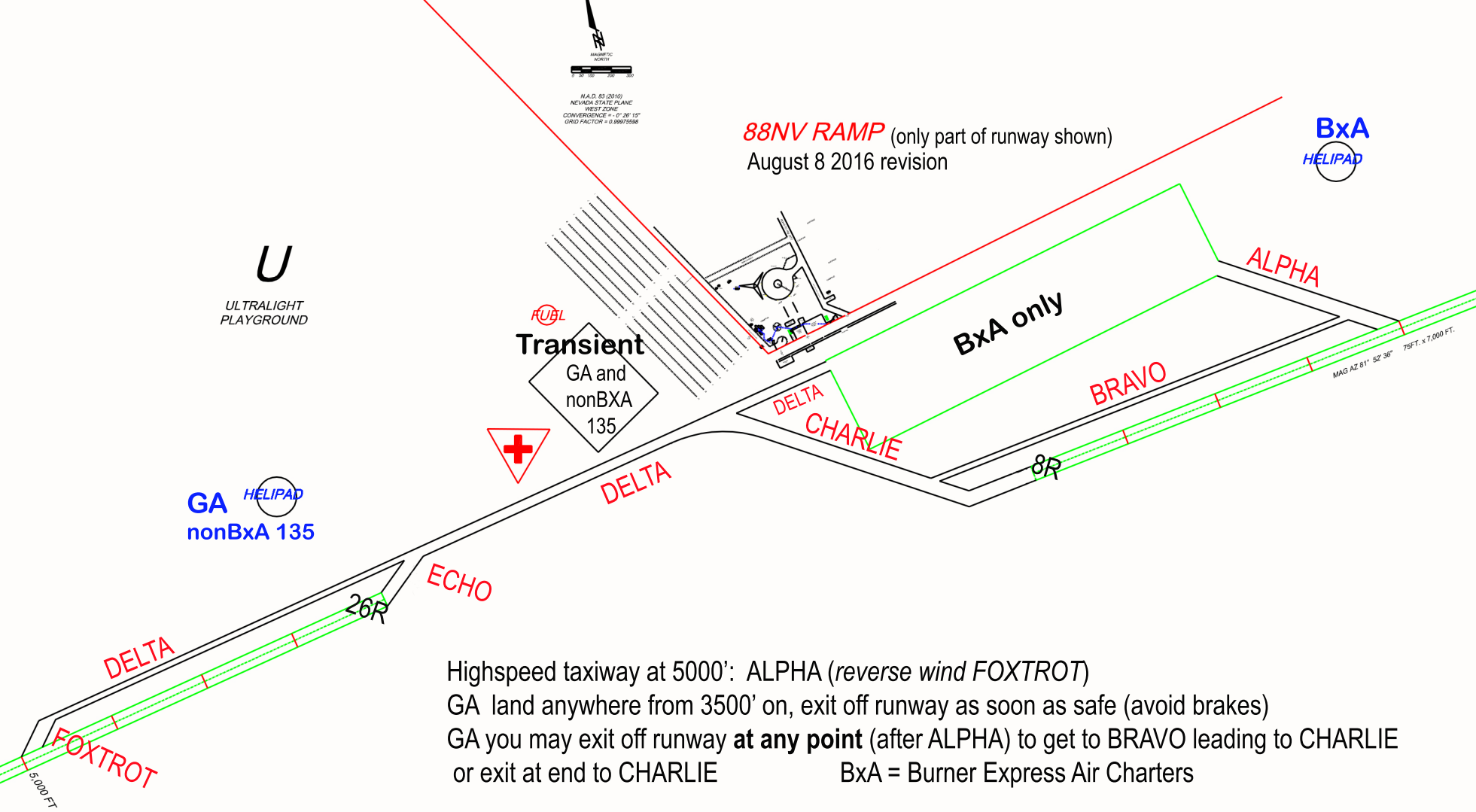
40°46'11.7"N (40.76992°)

119°10'58.2"W (-119.18283°)

Runway Open 6am - 6:30pm

Land **ONLY** on landing runway, usually 26L.
Depart **ONLY** on takeoff runway, usually 26R.
Unicom will advise if changed due to wind
Use Reverse Wind Chart for 8L Landing





Hightspeed taxiway at 5000': ALPHA (reverse wind FOXTROT)

GA land anywhere from 3500' on, exit off runway as soon as safe (avoid brakes)

GA you may exit off runway **at any point** (after ALPHA) to get to BRAVO leading to CHARLIE
or exit at end to CHARLIE

BxA = Burner Express Air Charters

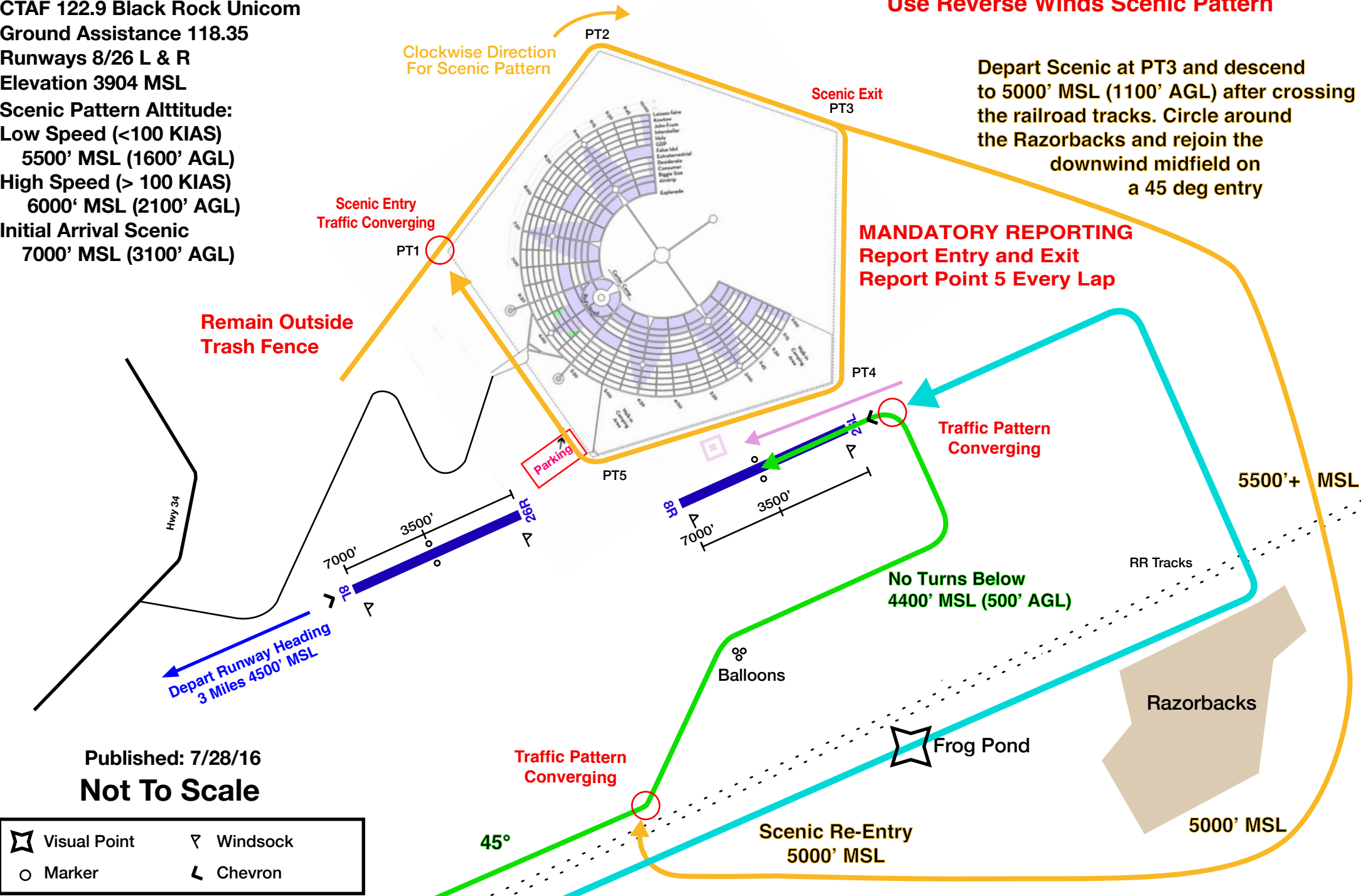
88NV AIRPORT 2016 Scenic Pattern - July 28th

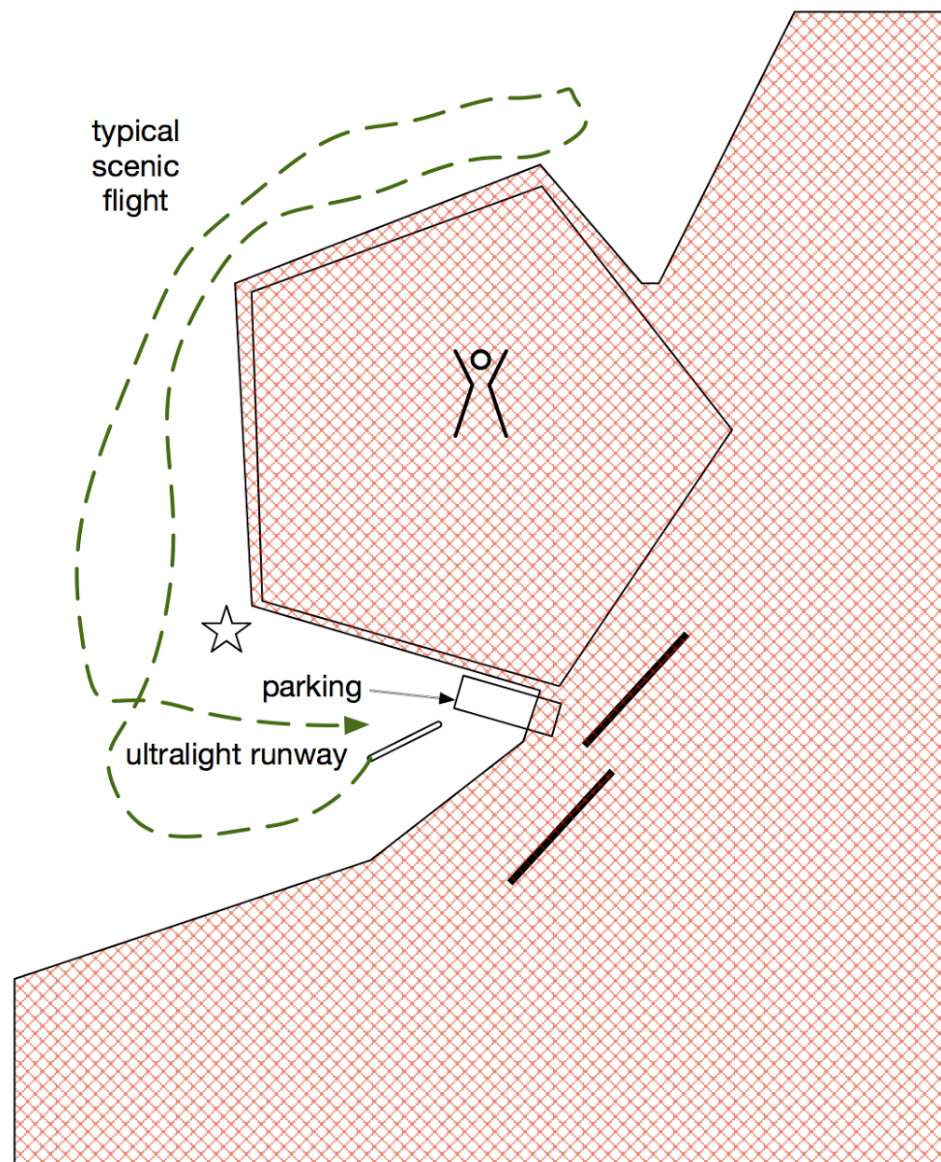
CTAF 122.9 Black Rock Unicom
Ground Assistance 118.35
Runways 8/26 L & R
Elevation 3904 MSL
Scenic Pattern Altitude:
Low Speed (<100 KIAS)
5500' MSL (1600' AGL)
High Speed (> 100 KIAS)
6000' MSL (2100' AGL)
Initial Arrival Scenic
7000' MSL (3100' AGL)

Unicom will advise if changed due to wind
Use Reverse Winds Scenic Pattern

Depart Scenic at PT3 and descend to 5000' MSL (1100' AGL) after crossing the railroad tracks. Circle around the Razorbacks and rejoin the downwind midfield on a 45 deg entry

MANDATORY REPORTING
Report Entry and Exit
Report Point 5 Every Lap





☆ Law Enforcement - do not overfly

STAY OUT

REVERSE WINDS CHART

CTAF 122.9 Black Rock Unicom

Parking Assistance 118.35

Runways 8/26 L & R

Elevation 3904 MSL

Airport Traffic Pattern:

GA Flights: 5000' MSL (1100' AGL)

Charter Flights: 5500' MSL (1600' AGL)

Airport Coordinates:

40°46'11.7"N (40.76992°)

119°10'58.2"W (-119.18283°)

Runway Open 6am - 6:30pm

All inbound traffic coming from Gerlach enters the INBOUND SCENIC at 7000' MSL

Scenic Exit

PT3

**Go Around: 3 Miles
4500' MSL, gently turning
to center of the valley,
then climb and return
along the north side
of the RR tracks**

Scenic Flights:
After 3 miles, climb to Scenic Pattern Alt and turn to follow along the north side of the railroad tracks

**Depart Runway Heading then
Gentle Turn to center of the
valley. Maintain 4500' MSL
for 3 Miles**

Inbound Scenic Pattern Traffic at 5500' MSL / 6000' MSL

GA Traffic Pattern
5000' MSL (1100' AGL)

Balloons

45°

Frog Pond

Landing Right Traffic 8L

**No Turns Below
4400' MSL
(500' AGL)**

**GA Traffic turns to 45°
then turns at balloons
to downwind**

Charter Traffic Pattern

5500' MSL (1600' AGL)



Visual Point



○ Marker



Windsock

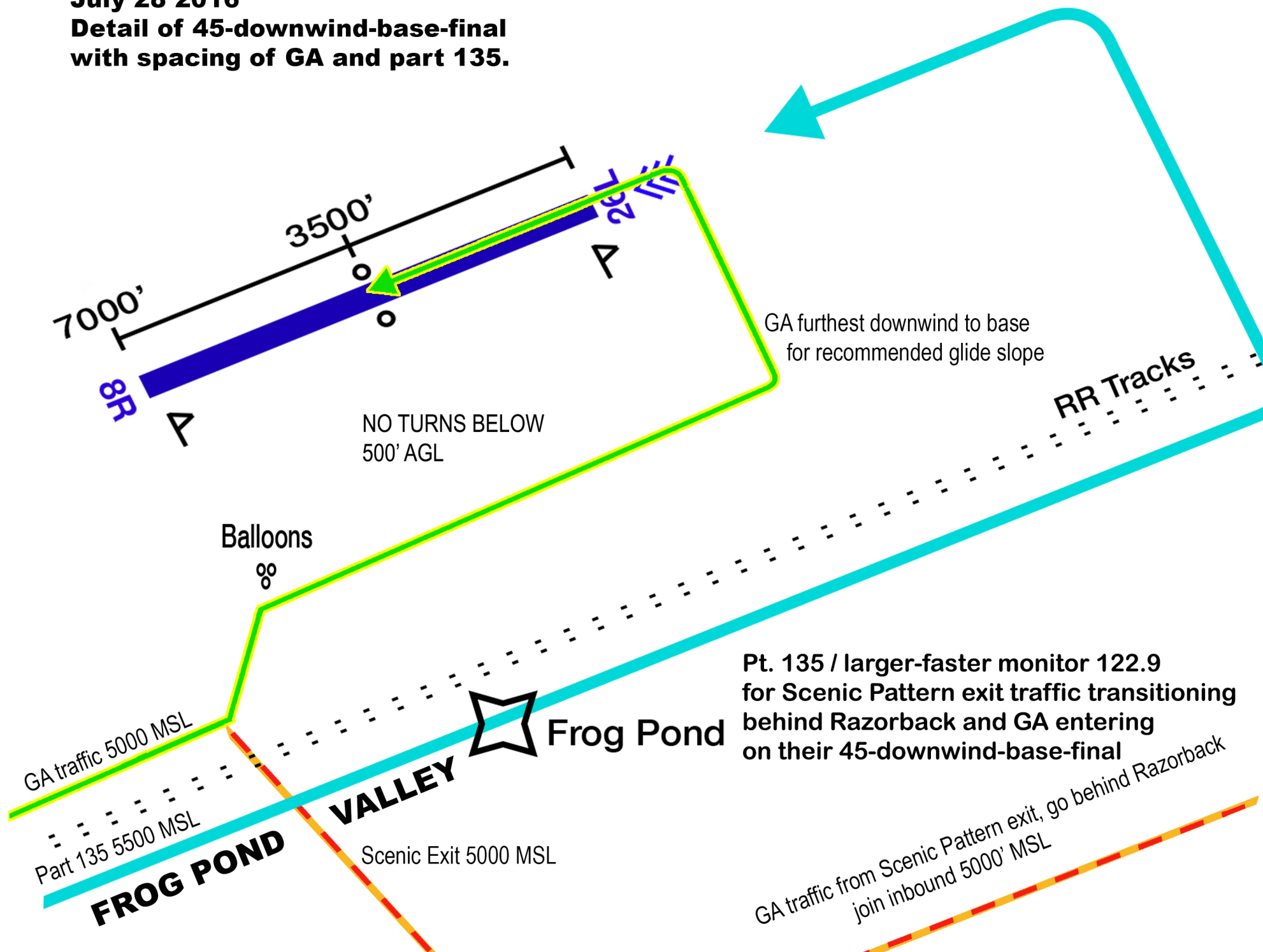


Chevron

Published: 7/28/16

Not To Scale

July 28 2016
Detail of 45-downwind-base-final
with spacing of GA and part 135.



Summary and Rules 2016 for 88NV

BLM and FAA regulations and the policies in this advisory must be obeyed by all pilots and apply to the BLM enclosure area as well as 88NV.

AIRPORT OPERATING HOURS

- First time pilots and/or newly arriving passengers 06:00-18:00 (6:00 pm PDT)
- Operating Hours for pilots who have successfully completed on-playa briefing are from 06:00-18:30 (6:30 pm).
- Pre-Event Arrivals: All persons entering must have a valid Early Arrival Pass (EAP) in their names if arriving before midnight, Saturday August 27. If your passenger(s) do not have an EAP you must immediately transport them out of the airport.
- BxA passengers may arrive Saturday without EAPs.

REQUIREMENTS

- All pilots (GA, 135, BxA) must be pre-registered online
- Online Briefing Test must be successfully passed by ALL pilots.
- Flight Manifest is required for all flights with newly arriving passengers or pilots (Manifest can only be obtained after registering and passing the Briefing Test). Flight Manifest must be printed from website, hand-written (in ink) corrections or additions allowed. BxA allowed electronic Flight Manifests.
- A valid ticket (paper preferred or will call) must be in possession by all newly arriving GA pilots and passengers.
- Pilots not flying with BxA should have a ticket.
- Pilots without a ticket to the event and not flying under a BxA Agreement must report to the Airport management and receive permission to land once more only to pick up the passengers dropped off, but may also receive a trespass warning and be subject to further legal action if they bring in other passengers or make a third landing.
- Airport gate Entrance Fee: A one time, \$60.00 per person fee will be collected the first time you enter the event. This one time fee is paid at the Box Office and is valid for all flights, all week. Credit cards are preferred but you should have cash on hand.
- Flight Manifest must be printed from website, adding/changing names in writing permitted. Burner Express Air will have an electronic version.
- Transient Aircraft who are not staying at the event or returning after a single trip are required to speak to the Air Operations Manager before departure.
- Student Pilot(s) are NOT allowed to fly at 88NV even with a CFI.
- Aircraft Size Limit: 30 seats maximum. If seats have been removed a valid STC must be presented.

Aviator Email Lists Subscription Required (choose one or both)

Discussion of airport related topics only: Send a blank email to this address: aviators-list+subscribe@burningman.org

Announcements of any 88NV changes/additions: Send a blank email to this address: aviators-announce+subscribe@burningman.org

REQUIRED LANDING DOCUMENTS

Pilots must download all appropriate materials (paper, electronic) and have copies in their cockpit upon landing. These are:

- FLIGHT MANIFEST, printed copy (electronic for Burner Express Air)
- BRCMA CHARTS, printed copy or electronic, check for updates prior to departure.
- THIS SUMMARY, printed copy or electronic.

INBOUND

New for 2016 Enroute: We are separating smaller GA and Charter (larger faster) planes inbound to 88NV.

Coming in from the west at Gerlach :

- smaller, slower planes most GA right wingtip towards RR tracks 5000 MSL (1100 AGL)
- larger/faster Part 135 left wingtip towards RR tracks 5500 MSL (1600 AGL)
- New for 2016 45 entry at "Frog Pond Valley" (Razorback and Frog Pond on eastern side of valley) communicate intention on 122.9 listen for position of other aircraft, "Eyes Out" LOOK
- smaller GA turn to downwind indicated by weather balloons tethered close to ground
- Charters: monitor 122.9, communicate intention on 122.9 listen for position of other aircraft, "Eyes Out" LOOK. Watch for GA crossing under you at Frog Pond/Razorback (coming from behind Razorback after Scenic Pattern exit) and GA leaving Scenic Pattern near your base turn.
- Aircraft are not allowed to land unless the pilot:
 1. Asks for and receives permission to land.
 2. Verifies all required landing documents are on board and ready for inspection.
 3. Declares an emergency which must be verified at pilot's expense.
- Announce your position on CTAF/Unicom (122.9) initial contact ranges from Empire to Gerlach. Note: Unicom range limited, they will hear you before they can respond to you.
- INBOUND Scenic Pattern flight allowed at 7,000 MSL only and follows Standard Scenic Pattern rules
- Overflight of BRC allowed only with permission on a per-flight basis from Air Operations Manager: AirOperations@burningman.org
- Non-Towered airports standard FAA procedures apply
- No Straight In Approaches.
- No turns below 500 AGL (4,404 MSL) unless it is an emergency.
- Designated landing runway must be used unless a declared emergency.
- Landing lights, position lights and strobes must be on and operating whenever flying within the BLM

ARRIVAL

- An Interceptor will meet first time arrivals when parked and those with newly arriving passengers (except for Burner Express Air who have a separate procedure).
- Flight Manifest must be shown to the Interceptor and delivered to the Customs Office accompanied by the newly arriving passengers.
- Tickets must be processed with Customs within one hour after landing for all pilots and/or newly arriving passengers.
 1. All newly arriving passenger(s) by air must be escorted to Customs by either the Pilot or an Authorized Representative of an Authorized Air Carrier. Passengers must continue to be escorted until they have cleared Customs and have permission to enter the Event.
 2. When passenger(s) are waiting to have ticket issues resolved, they must continue to be monitored by their escort until the issue is resolved.
 3. If the issue is not resolved, the pilot is responsible for flying the passenger(s) out of the Event before the runway closes for the day unless the passenger(s) have already been cited and transported out by law enforcement.

TAXI AND TIE DOWN

- All aircraft must monitor "ground" 118.35 (Ramp Dog)
- New for 2016 report tail number and number of new arrivals to Ramp Dog (118.35)
- For taxi/ground assistance contact Ramp Dog (118.35)
- BxA needs to contact the Interceptor Dispatcher on the Customs frequency (127.9) upon parking
- Never taxi up to the orange Perimeter (trash) fence.
- Do Not cross over the Perimeter (trash fence) to get to/from your airplane. Everyone must go through to Airport Gate.
- Tie Down as soon as possible after parking with appropriate material furnished by pilot: (ropes, chains, stakes, rebar, etc.)
- Tie downs NOT allowed: Screw-in or plastic tie downs, string
- BLM fine may be given to pilots/campers who do not remove all belongings and trash. This includes rebar.

FLYING DURING BRC EVENT and DEPARTURE

- On-Playa Pilot Briefing required to get pilot wristband that allows flying during the event. Daily at 10:00 PDT (10 am)
- Ultra-lights, powered parachutes, hang gliders, gyrocopters, balloons, etc. must have a Pilot Briefing from the Air Operations Manager or designee
- New for 2016 we have an Ultra-light Briefer: Boom or Major Tom
- Designated take off runway must be used by all aircraft. Check-in with Ramp Dog on 118.35 for current altimeter or traffic info, otherwise monitor until reaching departure runway
- No Touch and Go's

- No Night Operations without special approval from the Air Operations Manager AirOperations@burningman.org

- Helipads: Air Carrier Service helicopters may only land on their designated helipad using 88NV helicopter procedures. Private helicopters must make prior arrangements 2 weeks before event opens: AirOperations@burningman.org GA Helicopters must use their designated helipad.
- Ultralight: may operate only in their designated area Pt 5 to Pt 3.
- Ramp Dog on 118.35 Check-in for current altimeter or traffic info, otherwise monitor until reaching departure runway.

Departure with usual prevailing winds use 26R straight out.

- 1 Straight out making slight adjustments to align with center of the playa.
- 2 Keep at 4500 MSL (600 AGL) for 3 miles.
- 3 After 3 miles climb to altitude while turning back to Point One

GIFTING FLIGHTS: STANDARD SCENIC PATTERN

DEPARTING FOR SCENIC: Departure with usual prevailing winds use 26R straight out.

- 1 Straight out making slight adjustments to align with center of the playa.
- 2 Keep at 4500 MSL (600 AGL) for 3 miles.
- 3 After 3 miles climb to altitude while turning back to Point One

- STANDARD Scenic Pattern progresses in a clockwise rotation following just outside the perimeter (trash) fence and may extend out 1 mile.

Scenic Pattern Altitude and Speeds:

- Slower Scenic Pattern is (5500 MSL) for aircraft slower than 100 knots
- Faster Scenic Pattern is (6000 MSL) for aircraft faster than 100 knots.
- INBOUND Scenic Pattern (7000 MSL) for aircraft arriving at the Event.
- Do NOT climb or descend within the Scenic Pattern
- Enter at and maintain your designated altitude for your Scenic Pattern (Slow, Fast, Inbound).
- No direct to Landing Pattern from the Scenic Pattern or scenic flights.

PART 135: CHARTER CLARIFICATION

- Pilot/aircraft/company is considered an Air Carrier for use of our private use airport, 88NV, if the pilot has a ticket to the event and he/she/it
- makes either three (3) or more landings with new event participants or
- three (3) or more departures with event participants not returning to the event or;
- arrives with a total of six (6) or more new participants or
- departs with six (6) or more participants not returning to the event
- Air Carriers flying without having signed a BxA Agreement do not have permission to use the 88NV Airport. They will be in violation of the Closure Order and Stipulation. They may have their plane impounded and be cited by law enforcement.
- The FAA may also interview pilots to determine whether they should have a Part 135 certificate.
- Air Carrier Crew Pass is required of all Air Carrier pilots and crew who do not have a ticket in order to enter the event.
- Airport management may give a pilot an exemption to these policies after an interview. An exception of a

possible landing policy exception would be a two seater airplane/helicopter that requires three landings to transport three passengers.

Pilots without a ticket to the event and not flying under a BxA Agreement must report to the Airport management and receive permission to land once more only to pick up the passengers dropped off, but may also receive a trespass warning and be subject to further legal action if they bring in other passengers or make a third landing.

